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NEWS OF THE FAR EAST
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[a305]

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[a1351]

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Hongkong, 29th April, 1908. [a1364]

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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong 1st April, 1909. [a545]

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Owing to docking arrangements there will be no 8 A.M. steamer to Macao on
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Hongkong, 12th April, 1911. [a591]

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Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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[a733-2]

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[a54]

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FREE.

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CALCUTTA.**
[a747-1]

NOTICE.
HERBERT STEPHENS has covered
his connection with our Firm and that the
Authority to Sign per pro. which he has hitherto
held has been withdrawn as from This Date.
DADY BURJOR & Co.
Hongkong, 31st May, 1911. [a781]

MANDARIN LESSONS.
LI CHIN CHAI, 39, Staunton Street,
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Care of P. O. Box 146.
Hongkong, 29th May, 1911. [a759]

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MANAGER.
Hongkong, 24th July, 1905. [a630]

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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a32]

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MANAGER—MR. H. HAYNES.
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[a773]

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Hongkong, 27th January, 1910. [a408]

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Consultation Free.
Hongkong, 21st September, 1908. [a78]

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news of Hong Kong should be addressed to this Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS
Cable: A.S.W. 5th Ed. Editor.
P. O. Box, 24, Telephone No. 12.

BIRTHS.

On May 28th, at Shanghai, the wife of G. H. WRIGHT, of twin daughters.
On May 30th, at Peking, the wife of F. A. AOKEN, of a son.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 6th, 1911.

With the ever-increasing number of Chinese students going to Europe and America for their education, and the consequent likelihood of an increasing number of mixed marriages, a case at Chengtu which has recently been reported in the papers is of more than passing interest, since it appears to have become a matter of diplomatic negotiation in which a very interesting point of international law has been raised. It appears that an engineering student, who had already been married in China, went to England for his education, and during his stay there married his landlady's daughter. Last autumn husband and wife and two children came out to China travelling third class. Early this Spring the Englishwoman, in semi-Chinese dress, was noticed travelling second-class on one of the steamers going up the Yangtze to Hankow. This being against the rules, the woman was required to occupy a European cabin from Hankow to Ichang. Her husband had gone on previously to Chengtu, and his English wife, who could not speak Chinese, was travelling with an elderly Chinese woman, her mother-in-law, and another woman said to be her husband's first wife. From Ichang to Chengtu they travelled by native boat. On arriving at her destination the British Consul interested himself in

the case. The woman's husband, who is described as a superintendent in an arsenal, was required by the Chinese authorities to declare the status of his wives. He admitted the double marriage and set up the justification that, according to Chinese custom, he married the first wife "for the sake of his uncle who was childless, and then later in London he married the second, Mrs. Woo, who is his genuine wife." As British law recognises no such alliances the lady and her children were registered at the Consulate at Chengtu as British subjects. It is not disputed that the alliance was entered upon in good faith by both parties. The woman is stated to be living with her husband's family in "perfect harmony," though as they are not able to converse, owing to ignorance of each other's language, we may hesitate to accept this statement. However, it does not appear from the published report of the case that the woman desires to leave the man: but a Chinese report says "the Consul has demanded of the Chinese authorities that they shall arrest and hand the woman over to him to be dealt with according to English law, for, in the eye of that law, it is alleged, bigamy was committed." A Chinese contemporary, while disapproving mixed marriages, claims that international law does not sanction the action of the British Consul in this case, and declares that there is absolutely no right of extradition for such an offence. WHARREN is quoted as authority for the statement that "extradition, where no treaty stipulations exist, lies for offences *jure gentium*, and which are therefore punishable alike in the country granting the arrest and that making the requisition." It is further pointed out that in the extradition treaties executed by the United States this is clearly expressed, for it is provided that the surrender "shall only be made upon such evidence of criminality as, according to the laws of the place where the fugitive or person so charged shall be found, would justify his apprehension and commitment for trial, if the crime or offence had been there committed." While bigamy is punishable under Chinese law, there is a proviso in the *Heing Au Hui Lau* to this effect: "Whereas it frequently happens when a man is heir to two families that he takes two wives with a view to continuing the succession, in ignorance of the law, it is provided that in these cases the parties shall not be compelled to separate, but as no man can have two real wives the status of the one last married will be that of secondary wife." The Chinese view of the case in question therefore is that it falls within the terms of this provision, and the elders of the husband's clan have filed affidavits that the marriage has their consent and that of the man's family. That being so, the Consul's action is regarded as a violation of international law, and as no law of China has been violated it is not competent for the Chinese authorities to deprive this English wife of a Chinese subject of her liberty by arresting her and handing her to the British Consul for extradition. It seems scarcely conceivable that any English girl can be happy in such circumstances, and the presumption therefore is that the Consul has taken action not only from a sense of duty in the matter but by the woman's wish. Even if we believe the Chinese version that the woman is living in "perfect harmony" with her Chinese husband (who has left her for some time in the care of his family), it seems to us that the Chinese argument on the law of the case fails because the Chinese law surely takes cognisance only of marriages performed according to Chinese law and custom. In this case the marriage took place at a registry office in England, and on the admitted fact that the husband had a wife living in China at the time, it was clearly a bigamous marriage, and therefore null and void. There is nothing in the reports to show that the parties have been married according to Chinese law, and in the absence of such proof we should say the Consul clearly has jurisdiction over the woman: In any case it will be interesting to have a decision by the authorities in this case, because, as we have said, there is a likelihood of the number of mixed marriages increasing now that students are yearly going to Europe and America in ever-increasing numbers.

A Chinese telegram reports the failure of eight small banks in Peking.

It is stated that the American Minister to China, Hon. W. J. Calhoun, with Mrs. Calhoun, expects to go to the United States for a short furlough immediately after the arrival of the new First Secretary of Legation, who will become Chargé d'Affaires.

The rice crop in Szechuan promises this year to be unusually abundant, and the rice merchants are exporting their old stores to Shensi. Over a hundred boats are reported to have arrived there with large cargoes, and the price of rice is now very reasonable.

Residents of Wanchai would be well advised to keep a keen lookout for a thief who has been very successful in gaining entrance to houses by climbing verandah posts. He has victimised many people, and so far has been successful in eluding the police.

The members of the Boys' Own Club held their annual sports meeting on the race course at Happy Valley yesterday afternoon. The weather was a trifle warm for outdoor sport, but this did not detract from the keenness of the competitors, or from the enthusiasm of the large number of spectators. The long programme of events was successfully negotiated, and music was provided by the Rajput band during the afternoon.

Mr. A. Fong sent us a large photograph taken on the occasion of the King's Birthday Parade, showing the Band of the K.O.Y.L.I. and the Baluchi pipers in the centre of the Cricket Ground. The photograph was taken from a point opposite the saluting base at the moment when cheers were being given for the King. The large group of spectators to the west of the saluting base and the naval detachment lined up in front of the pavilion are shown in the photograph.

The French Consession at Shanghai is to add its quota of merriment to the Coronation Day celebration on June 22. The French Municipal Council has decided that the day will be a public holiday, and the Quai de France (French Bund) is to be decorated during the day and illuminated at night over its whole length, from the Yangkingpang to the water-tower. The decorations are to be in every respect similar to those seen on the great French national fête day, June 14, and it is anticipated that the big bangs will also take part in the celebrations. To the British community, remarks the *N.Y. Daily News*, it is extremely gratifying to note that the celebrations are to be of so wide-spread a character, and this practical instance of the *entente cordiale* will be highly appreciated.

The first annual report of the Directors of the Cathay Trust, Ltd., Shanghai, has now been issued, and it states that after paying all expenses and making provision for all bad and doubtful debts the profit amounts to Tl. 839,703.75. This it is proposed to appropriate as follows:—Directors' fees, Tl. 7,000; Auditors' fees, Tl. 1,500; writing off preliminary expenses, Tl. 6,022.83; to pay a dividend of six per cent. on the preference shares, equivalent to Tl. 0.25 per share, Tl. 133,000; to pay a dividend of ten per cent. and a bonus of fifty per cent. on the ordinary shares, equivalent to Tl. 0.50 per share, Tl. 150,000; to place to equalization of dividends account, Tl. 400,000; and to carry forward to next year the balance, amounting to Tl. 140,130.92.

The report of the Manila Electric Railroad and Lighting Corporation for 1910 states that the result of the operation for the year shows an increase in gross earnings over the previous year of \$175,340, or 15.36 per cent., an increase in operating expenses and taxes of \$10,589, or 1.76 per cent., and an increase in the net earnings of \$164,751, or 3.45 per cent. The apparently abnormal increase in the earnings is largely due to the strike of 1909, which increased the expenses and reduced the gross earnings of that year. After allowing for this, the net earnings still show a satisfactory increase. The interest charges amounted to \$275,625 and sinking fund requirements called for \$25,889, and the directors have set aside \$60,000 from the balance to establish a replacement and renewal fund, leaving an available surplus for the year of \$344,355. The directors have declared and paid on the outstanding capital stock four quarterly dividends of 1 per cent. each, aggregating \$20,000, leaving \$144,356 over all disbursements and reserves, which has been transferred to surplus account, an increase over the previous year of \$103,332, bringing the total surplus account, with reserves, up to December 31, 1910, to \$750,124.

DEATH OF MISS BARKER.

We regret to record that Miss Barker, matron of the Government Civil Hospital, who has been lying seriously ill since Thursday or Friday last, succumbed yesterday afternoon. Miss Barker, who came to the Colony as a Nursing Sister in 1894, was appointed matron in 1899, and during her residence in the Colony has made many friends who will learn with the deepest regret the sad news of her premature death.

The funeral will take place at the Happy Valley Cemetery this afternoon, at 4.30 and a memorial service will be held in St. John's Cathedral at 5 p.m.

THE EASTERN TELEGRAPH CO.

The gross receipts of the Eastern Extension Australasia and China Telegraph Company for the year 1910 amounted to £336,975, against £315,035 for the corresponding half-year of 1909. The working expenses, including £22,607 for maintenance of cables, leaving about £153,300, against £145,674, leaving £132,676. The net profit amounts to £164,854, making with £272,763 brought forward £237,618. The directors recommend a dividend of 12 per cent. making with the interim dividends a total of 5 per cent. It is also proposed to pay a bonus of 4s. per share, or 2 per cent., making a total distribution of 7 per cent. for the year 1910. The sum of £275,000 has been transferred to the general reserve fund and £27,618 is carried forward. An agreement has been entered into by the Imperial Chinese Government with the Eastern Extension and Great Northern Telegraph Companies for an advance to the Board of Communications of £500,000 at 5 per cent. interest on account of the money payable by the companies to the Imperial Chinese Telegraph Administration under their existing agreements. The advance has been obtained to enable the Board of Communications to reorganise, improve, and develop the telegraph and telephone service throughout the Chinese Empire.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

WARSHIPS FOR JAPAN.

TOKYO, June 5th.

The Government announces the laying down, at Yokosuka, of two armoured cruisers, sister ships to those building in England, the four forming a most powerful squadron.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

PRESIDENT TAFT ON CANADIAN RECIPROCITY.

LONDON, June 5th.

President Taft, speaking at Chicago, said the actual operation of reciprocity with Canada would be so beneficial to both countries that the arguments against its adoption would be only remembered as exaggerated instances of a perverted imagination.

LATER.
President Taft said he hoped that the Reciprocity question would be brought up in the Senate during the coming week. He was very hopeful that the proposal would pass.

EXCESSIVE HEAT IN GREAT BRITAIN.

LONDON, June 5th.

Numbers of sudden deaths due to heat are reported from all parts of Great Britain.

SPAIN AND MOROCCO.

LONDON, June 5th.

The Spanish Government has dispatched a cruiser and a transport carrying two hundred men of the Colonial Infantry to Larache in view of threatened disturbances.

THE KING'S LETTER TO THE NATION.

We have received from Messrs. Raphael Tuck & Sons, Ltd., an advance copy, original size for framing, of the fac-simile of His Majesty's letter to the nation, published by the King's command, and which is now ready for issue to the public.

It is an artistic souvenir, the emblematic border being designed by Sir Lawrence Alma Tadema, O.M., &c., the original of which is exhibited in the year's Royal Academy. His Majesty has been graciously pleased to express his satisfaction with the various forms in which the letter is being issued, and considers the reproductions very effective and in good taste. The whole of the proceeds of the sale of this fac-simile autograph letter in every form will be allotted to an institution to be selected by His Majesty. The fac-simile is produced in eight different forms ranging in price from 1s. to £3 3s. 6d.

A MUKDEN MEMORIAL.

The following letter has appeared in *The Times*—I venture through your columns to make an appeal for support for a deserving object in this far distant part of the world. For more than 20 years the excellent work done by the Protestant mission hospitals in Manchuria has been gratefully recognized by the provincial authorities: the singular courage and devotion of the missionaries during the recent plague epidemic have added new laurels to the name of our countrymen. As I write, there is being built in Mukden a medical college in connection with the various missions in Manchuria for the training of Chinese doctors, the need for whom was pressing brought home during the recent epidemic. Sufficient funds for the building have already been subscribed, chiefly in Scotland, and both the former and the present Viceroys have contributed largely to the foundation.

Your readers will remember that recently Dr. Arthur Jackson, after a brilliant academic career at Cambridge, accepted an appointment in the projected college. When the plague reached Mukden, Dr. Jackson volunteered for service with the local authorities. He was placed in charge of the Chinese railway station, the chief danger spot, his duties being to prevent the spread of the plague westwards by rail and to restrain infected coolies from the north and to restrain the city of Mukden. In the face of great peril Dr. Jackson bravely carried out the task entrusted to him, and in the performance of his duty sacrificed his life. Barely has any death so deeply impressed the Chinese. At the memorial service the Viceroy, Hsiang-shan, paid a noble tribute to Dr. Jackson's devotion, adding these words—

"Dr. Jackson's aim was to spread Western medical knowledge and to convey new blessings to the Eastern people. In the pursuit of his ideal he was cut off long ere his prime."
"To perpetuate the memory of this sacrifice it is now proposed to endow a medical chair—the Jackson Memorial Chair—in connection with the college. The sum required is only £7,500. The grant of ten thousand dollars made to the family of Dr. Jackson from the Provincial Treasury has been placed by his mother at the disposal of the college. It is believed that many doctors, if they only knew, would be glad to contribute to this memorial to our brave fellow-countryman. Subscriptions may be sent to the undersigned, or to Dr. Dugald Christie, Mukden Hospital—I am, &c.,

ROBERT WILLIS,
Acting British Consul-General,
Mukden, April 5th.

FOOCHOW NEWS.

Mr. S. L. Gracoy, the 'doyen' of the Consular Body, is indisposed.

Empire Day, though not marked by any entertainment, was loyally observed here. It happened to be the day when merchants were busily engaged looking at musters of the new teas, but in all British homes, at the Club, and indeed wherever Britishers met, the day was not forgotten.

The Chinese officials made a big discovery of gunpowder in a joss-house near the British Consulate. It is thought that a bomb factory was being started. However, the priests and the gunpowder were safely transferred to the city.

A pretty wedding took place at the British Episcopal Church on May 22nd when Mr. P. von Tannier, Commissioner of Customs, was married to Miss Williamowsky. The bride was given away by Mr. Belchenko, the Russian Consul. The Rev. W. S. Pakenham-Walsh officiated and read the questions to the bride in German. The service was fully choral, and at the close Mr. Odell sang the beautiful anthem from "Elijah," "If with all your hearts ye truly seek me." This was most impressive, for Mr. Odell was in splendid voice, and the accompaniment by Miss Dulcis Wright was very well rendered. While the register was being duly signed Miss Wright played the Russian Anthem, which must have touched the hearts of the happy couple, both of whom are Russian. They left the Church to the strains of the Wedding March by Mendelssohn. The chief bridesmaid was Miss Mabel Siemssen, and the four little bridesmaids were Miss Olga Belchenko, Miss Eos, Miss Staeger and Miss Agnes Siemssen. Mr. Werner, the British Consul, was "best man." After the Church ceremony the guests wended their way to the Russian Consulate, where Mr. and Mrs. Belchenko had prepared a sumptuous repast.

"A short life, but a gay one." This was the appropriate motto on the programme of the ball given by the Bachelors of Foochow at the Club on Thursday last (May 25th). It was a bold venture, but proved a completely successful one. Fortunately it was fairly cool and a fine evening, which made it possible to enjoy the open verandah between the dances. The ball-room was beautifully decorated. Mr. Siemssen very kindly lent a number of his choicest plants for the occasion. Shortly after 9 o'clock the ball opened with an "Extra" and very soon as many as 14, and 16 couples were dancing. The ball kept a rolling in full swing until 2 a.m., and what added immense pleasure to all was the excellent music. Mrs. Greig most kindly played for the first six dances, and her dance music is always most inspiring. Madame Doire and Mrs. Collins also assisted the bachelors to make the evening a success by presiding at the piano occasionally.

AT THE MAGISTRACY.

Mr. Wood sentenced a Chinese to six months' imprisonment with hard labour yesterday for returning from banishment.

The mistress of a fishing boat was fined \$25 by Mr. Hazeland for dredging for coal in the harbour, and for refusing to stop when called upon to do so by the police.

For failing to carry regulation lights on their craft between sunrise and sunset Mr. Hazeland yesterday fined the masters of two sampans \$7 each.

A coolie was charged before Mr. Hazeland yesterday with stealing fourteen bags of rice from the s.s. *Lock Star*. The defendant was remanded until to-day.

For stealing a quantity of wood from Mt. Austin Barracks Mr. Hazeland yesterday sentenced a coolie to three weeks' imprisonment with hard labour.

Yesterday Mr. Hazeland fined an American bluejacket \$2 for behaving in a disorderly manner and \$5 for assaulting Assistant Lance-Sergeant Pincott while in the execution of his duty.

A German bluejacket was charged before Mr. Wood yesterday with assaulting a Chinese coolie in Queen's Road Central. The complainant being in hospital, where he is expected to remain for a month, the case against the defendant was adjourned for a week, bail being allowed in the sum of \$25.

A Chinese from Cheung Lung village was charged before Mr. Wood yesterday with dumping a three-months' old child in Typhoon Street, Shaikwan. The case was adjourned until to-day to enable the police to ascertain the cause of death.

On Sunday night two Chinese detectives on duty at Wanchai observed a coolie sneaking up a stairway in a suspicious manner. They lay in wait for him, and on his entering the street he was arrested. A jacket was found under his coat, and at the top of the stairs one of the detectives found a box of clothing. The thief was charged before Mr. Hazeland yesterday, and sentenced to six weeks' imprisonment and four hours' stocks.

The rent collector is generally a man who is treated with scant respect, and an instance of this fact was brought to light before Mr. Hazeland yesterday, when a tenant was charged with assault. The latter was removing his goods and chattels from a house at Shaikwan, which he had occupied for some months, when the collector called. The tenant was told that he would not be allowed to remove his goods until he had paid arrears of rent said to be due. Without remark he went into the kitchen, returned with a chopper and attacked the collector, who fortunately escaped serious injury. His Worship sentenced the defendant to three weeks' imprisonment with hard labour.

SHIPPING NOTES.

Capt. O. A. Cowin, R.N.R., who for nearly 10 years was in the service of the N.Y.K., the greater part of which as chief officer, recently severed his connection with the above-named company to assume command of the *Koya Maru* (late *Harford*), 8,050 tons, now in port. Capt. Cowin, who is an old Worcester boy, was held in high esteem by his late employers, and proved an exceedingly popular chief officer on the company's European liners.

The British steamer *Indrapura*, belonging to the Indra Line, for which Messrs. Jardine, Matheson & Co. are the local agents, has been sold to a Japanese firm, and has been delivered to the buyers. The steamer is of 4,899 gross tons, and was built in 1897 by Messrs. Connell & Co., Glasgow.

The London steamer *Bucentaur*, of 3,593 tons gross, and 2,233 tons net register, belonging to the Bucknall Steamship Line, Limited, has been sold to Japanese buyers for about £15,000, with delivery in the Far East. She was built on the Clyde in 1893. Her dimensions are:—Length, 361 ft.; breadth, 44 ft. 2 in.; and depth, 26 ft. 9 in.

It is authoritatively reported by the *Kobe Herald* that the T. K. K. liner *America-maru* and that the intention is to place this fine vessel on the Kobe-Formosa run. Passenger traffic between these two points has greatly increased during recent months. The *America-maru* was built thirteen years ago. She is 5,307 gross tonnage, 3,460 net, with 11,000 tons displacement and can steam 18 knots an hour. The vessel has a library, reception hall, a special promenade deck, and all the modern conveniences, with accommodation for 100 cabin passengers.

Part of the fairway at the entrance to the port of Port Arthur, and taking up about a third, and the southernmost portion of the narrow, was to be dredged by the Harbour Department of the Ryogun Naval Station for about a month beginning with 17th May. The dredger at work in this water area is instructed to get out of the way of any incoming or outgoing vessel.

The Liverpool steamer *Ching Wo*, of 3,888 tons gross, and 2,517 tons net register, owned by the China Mutual Steam Navigation Company, Limited, managed by Messrs. A. Holt & Company, Liverpool, has been sold to Japanese buyers with delivery in the Far East. Her dimensions are:—Length, 370 ft.; breadth, 45 ft. 8 in.; depth, 27 ft. She was built and engaged at Belfast in 1894. She is licensed by the Board of Trade for carrying passengers.

It is stated at Montreal, says *The Times* correspondent there, that the mail contract for the Atlantic end of the Liverpool-Hongkong route, which has hitherto been held by the Canadian Pacific Railway Company, has been awarded to the Inter-Colonial and Canadian Northern Railway Companies, who are planning a system of fast steamships in conjunction with the Blackhead Bay scheme. It is also said that the subsidy has been increased, that the British Government is interesting itself in the contract, and that the head office will be at Montreal. Sir Thomas Tronbridge is identified with the plan.

The trade of the Messageries Maritimes between Europe and the Far East has increased of late years to such an extent that the company has found it necessary to put more and larger vessels on the run. The latest of these will be the monster steamer *Paul Lecoq*, which was launched from the La Ciotat yards of her owners on the 19th ult. Of the new vessel, which will be one of the most luxurious liners in the Far Eastern trade, the following details, which will prove of interest to the travelling public, indicate that she will mark an entirely new epoch in travelling in Far Eastern waters:—The new vessel will be fitted throughout in a manner never hitherto attempted in the Far Eastern trade, and her large size and high speed will undoubtedly secure for her owners a considerably increased share in the passenger-carrying traffic. A speed of 8 knots is, it is understood, expected from the vessel on her trials, and her tonnage will be 16,223 tons, so that she will be one of the largest and swiftest liners in the trade. Her first-class passenger accommodation will include many features entirely new in the *vis à vis* trade, but which have recently been adopted in the express Atlantic liners. These include electric passenger elevator and a verandah café on the seventh deck. This deck contains 67 single-berth state-rooms. The rest of the first-class passenger accommodation will consist of two-berth state-rooms, equipped in a manner which constitutes them one of the features of the vessel. Their appointments will be on a most luxurious scale, each cabin containing, in addition to the usual fittings, a handsome bureau and other equipments for obviating the constant use of the public rooms of the vessel. The following is a brief description of her size, speed, tonnage, etc.:—

Length, 635 feet; Breadth, 63 feet; Depth, 70 feet; Seven decks; Tonnage 16,223 tons; Twin-screw steamer, 11,000 H.P. plus a special engine for providing the ship with electricity, 600 H.P.; Speed 18 knots; passengers, 500—1st class 67 single-berth cabins, then two berths cabins de luxe, all the other first class cabins have not more than two berths; 2nd and 3rd class, 235 passengers. Twelve dining-rooms and saloons, electric lift, wireless telegraphy, etc.

INTERPORT CRICKET.

The N.C. Daily News describes the interport meeting as under:

The seventeenth interport cricket match between Shanghai and Hongkong was played on the ground of the Shanghai Cricket Club on May 30th. Play did not begin until afternoon, but the bowlers had their innings, with the result that the whole of the Hongkong side were disposed of and seven of the Shanghai wickets had fallen when stumps were drawn. Hongkong were all out for the small total of 56, and over-night the match stood, Shanghai 146 for seven wickets.

The opposing sides differed together in the pavilion, and before play started were photographed on the steps. It was rather interesting to note the composition of the sides. To Shanghai, Hongkong were almost a new side. With Shanghai it was a different matter. With three exceptions all had played previously. The exceptions were L. H. W. Crookwell, R. A. Brand, and W. J. Haynes, all new talent to the Shanghai side. Brand is a member of well-known sporting family here, and has done good work with the ball in the trials, while Haynes, the latest acquisition in cricket-keeping, did similar service for Stafford County on three occasions last season. Then also in the team were a couple of men who had seen service for other parts than Shanghai, G. M. Billings for Singapore and A. P. Lanning for the home team and Capt. Barrett was skipper of the home team and Mr. A. C. E. Elborough of Hongkong.

Elborough of the coin favoured the visiting captain, and it was just a trifle surprising that he elected to take first lease of the wickets. It was likely to be a tricky pitch, and the decision to go in first was doubtless prompted by the feeling that as the afternoon wore on the turf would cut up and be worse for the batsmen. The Shanghai aspect, however, was by no means unimpaired when they saw their own side go out to field, and they were none too easy a task for the batsmen to knock up runs. Bowling at the south end, Rasmussen had the assistance of the wind, and his fast balls proved of great service, for he opened with a couple of maidens and then bagged two wickets. R. A. Brand had opened the trundling at the other end, but while Elborough was in, the batsmen were able to make a run. All this early stage of the game he had there, and was not as successful as he had been. In the first innings he was about as successful as possible, and although in the second he was not quite so good, his display was also good. On the other side the wicket-keeping was good, and Shanghai may congratulate itself on having secured so good a man as Haynes. Brand almost double being the wickets he took all the while with wonderful coolness, and wherever there was a chance of stumping he was ready. In the first innings he was about as successful as possible, and although in the second he was not quite so good, his display was also good.

The match was umpired by Mr. A. R. Lowe, for Hongkong, and Mr. P. F. Lavers, for Shanghai, while the scorers were Lieut-Col. C. C. Wrigley and Mr. H. M. Gorton.

SHANGHAI WIRELESS.

The N. C. Daily News publishes a letter from a traveller on one of the Canadian Pacific mail steamers (among the pioneers, by the way, in introducing wireless telegraphy upon vessels voyaging in the Far East) who is not satisfied with the wireless telegraph as it is at present installed on ships. Our contemporary says the answer to this complaint is that the wireless installation at Shanghai has a radius of only 140 miles. But with regard to the statement that the steamer was unable to get into touch with Shanghai even at only ninety miles range, an explanation is more difficult. Possibly the Chinese operator was not at his post. From inquiries made, it would appear that the charge of inefficiency is not supported by facts, as all the operators are trained for months before taking charge of this particular apparatus, and the foreign officials of the Chinese Telegraphs have expressed the opinion that they make quite capable operators.

This, however, does not dispose of the whole complaint. Two years ago, when the ship was in connection with the wireless telegraph installation, it was not actually undertaken as a part of the arrangement by which the ship's apparatus was withdrawn, that the Ministry of Posts and Telegraphs was about to install an extensive system of wireless stations all over the coast of China. That Shanghai should be limited, in its means of communicating with vessels at sea, to even 140 miles, is manifestly absurd. When will the Ministry fulfil its implied promise?

THE GAME OF SOLOS.

NOVEL PASTIME INVENTED BY A LONDON DOCTOR.

A new game is always welcome. It is as much that Solos now appears.

In the years to come it will doubtless still be welcome—as an old friend. For the game which is played in the open air, on lawn or smooth-turfed field, has a curious fascination. It looks so absurdly simple until one tries it—and finds that just that dexterity is needed which promises that the next attempt will be better than the last. And what could be more aggravatingly fascinating?

As its name implies, Solos (pronounced Solons) is derived from the Greek word signifying a large disc—not from the Latin solus (alone), for one of its chief charms is that it can be best enjoyed with some fair partner, and if in this respect it rivals croquet, in other respects it is likely to challenge also quarts and bowls in their popularity.

Already Solos has found its way into the Royal household. The Prince of Wales and Prince Albert are each the possessor of a set, received just before they went to Windsor. For portability, indeed, the game is hard to beat. A set, which consists of two smooth gunmetal discs perforated by a large hole in the centre, two leather straps each three feet long, two small white wooden pegs each fitted through a small white steel plate, and a measuring tape five feet in length, goes into a box which a lady can carry with ease.

The pegs are fixed in the ground at a distance which varies from 20 yards on a lawn to 200 yards in a field. The object of each player is to drive his disc as near as possible to the further peg. If the disc rolls until it falls over the peg the player scores three points, and one if the disc falls within a radius of five feet from the peg.

The discs are driven in a novel manner. The leather strap has a loop at one end. This is fitted into a niche in the outer edge of the disc, and the player then winds round the rim until the side of the player's hand rests in a metal clasp at the other end of the strap. The strap is then sharply unwound off the rim—an action which imparts an impetus surprising to the novice, who nearly always overshoots the mark at first.

With practice greater proficiency comes. An expert—like Mr. A. P. St. Clair Buxton, the well-known West End golfing champion, who has invented the game—can make the Solos perform wonderful evolutions.

LATE TELEGRAPHIC NEWS.

ANGLO-CHINESE OPIUM AGREEMENT.

London, May 17th. A letter from Sir Charles Elliott in *The Times* disputes strongly the assertion that the interests of India are being sacrificed by the Opium Agreement. He points out that when the export to China ceases there will still remain a considerable export—amounting in 1907 to 16,000 chests—to other countries. Moreover, about 10,000 chests are taken as the Government for use in India; also, the Government have nearly six millions sterling in their pockets from the opium windfalls to most possible years. Finally, the cessation of Government supervision in Bengal will entail the elimination of expenditure of about a million and a half.

THE GERMAN ROYAL VISIT TO LONDON.

Vienna, May 18th. King George's reference to the German Emperor in his reply to the address at the unveiling of the Victoria Memorial has made an excellent impression here. *The Neue Freie Presse* writes that "a new era is beginning."

ACCIDENT TO PROFESSOR HAECKEL.

Professor Haeckel, while reaching down a book in his library at Jena, fell and broke his hip-bone.

DEATH OF ADMIRAL RODNEY LLOYD, C.B.

London, May 18th. The death is announced of Admiral Rodney Lloyd, C.B. (born in 1841, joined the Navy as a Cadet in 1854 and retired in 1901. He served in the Baltic (1854), China (1854-59), and was twice mentioned in despatches, medal and two clasps, against the Chinese pirates in 1867-70, when he was slightly wounded, mentioned in despatches, and promoted to Commander.)

THE PAYMENT OF M.P.'S.

London, May 19th. In a written answer Mr. Asquith states that he does not propose to deal with the payment of members by a Bill this year.

ELECTION PETITION FALLS.

London, May 19th. The election petition at East Nottingham has been dismissed.

BANQUET TO THE AUSTRALIAN PREMIER.

London, May 19th. The Yorkshire Miners' Union gave a banquet at Kilmarnock yesterday evening in honour of Mr. Fisher, the Commonwealth Premier.

Mr. Keir Hardie presided, and, in the course of his speech, paid a tribute to the Dominions. He regretted, however, that they were creating a feeling of antagonism between the Empire and the Colonies.

In his reply, Mr. Fisher disagreed with Mr. Keir Hardie on the question of naval defence. Anyone, he said, looking at the map and then agreeing with Mr. Keir Hardie was wanting in a sense of perspective and in judgment. What ever Labour leaders here might say, he would ask them not to prescribe their conditions to Australians. If he, as Premier, were to stand idly and see Australia wholly unprotected, he would be criminally negligent in one of his first duties. He regretted that he had been called on thus early to deal with this important matter, but that, as a Party, set their faces strongly against interfering in the affairs of the Motherland, whether local or national, and it might be well for them in Australia if the Motherland reciprocated.

SIR WILFRID LAURIER.

London, May 20th. Sir Wilfrid Laurier has arrived in London. EARL GREY.

Ottawa, May 20th. In the Senate yesterday, Mr. Power (Halifax, Nova Scotia) protested against Earl Grey's practice of appointing the Chief Justice to attend a general session of the Senate as lacking in respect for Parliament, and said that the practice was calculated to teach Canadians that they did not want a Governor-General from England.

Sir Richard Cartwright defeated Earl Grey, and pointed out that it suited the convenience of Parliament to deal with a Deputy rather than with a Governor-General. Sir Richard added that Earl Grey had done his best to be popular with the people of the people of England and to the people of Canada.

A CELEBRATED PORTRAIT SOLD.

London, May 19th. Raeburn's portrait of William was sold to-day at Christie's for £23,415. This is a record price for a portrait at an auction.

POLO IN THE UNITED STATES.

New York, May 19th. All the experts in the morning papers agree that the Englishmen played splendidly at Cedarhurst, wheeling their ponies within the length of a mallet, and displaying marvellous skill in back-hand strokes. None of the American men were able to check Edwards, whose riding in the fourth period was particularly clever, especially when racing with the ball alongside the boards.

A big trial game, to choose the team of defenders in the Polo Cup matches, was played here this afternoon, the public watching the contest with the greatest attention, considering that it would show the exact form of the men who are relied on to retain the Cup. A team composed of Messrs. Whitney, Lawrence, Waterbury, H. M. Waterbury and Milburn defeated the next best American team that could be obtained by 15 goals to 2. The "Scrub" team was composed of Messrs. Louis Stoddard, R. L. Agassiz, Rene, Lamontagne, and Foxhall-Keene. Mr. Whitney was hit in the face early in the game by a flying ball, but continued to play.

Devereaux, Milburn and "Monte" Waterbury were the particular stars, playing superlative polo. "Monte" and "Larry" Waterbury scored four goals each, and Whitney one goal. The remaining goal was scored through the ball hitting a pony.

GENERAL BOTHA IN LONDON.

London, May 20th. General Botha has arrived in London. He received an enthusiastic reception.

CANADA AND JAPAN.

Ottawa, May 20th. The Dominion House of Commons has passed a temporary Japanese Tariff Agreement.

SEQUEL TO THE STANDARD OIL CASE.

New York, May 20th. There has been a sequel to the decision in the Standard Oil case. The Federal Attorney General is prosecuting the so-called "Cumber" Trust for alleged restraint of trade, naming 150 individuals as defendants. This is expected to prove the first of the several cases planned against combinations of dealers in staple commodities.

MANCHESTER AND TARIFF REFORM.

London, May 21st. At a tariff reform demonstration at Manchester yesterday there was a procession three miles long.

ENLIGHTENED PRISONERS BANISHED FROM PORTUGAL.

Lisbon, May 21st. As a result of the mutiny in the Central Prison, 150 prisoners have been embarked for Africa.

COUNT CRICKET.

London, May 21st. The young Nottingham player Allston, playing against Sussex yesterday, scored 189. He made 34 and 22 off two overs. His score included 3 sixes and 21 fours.

THE CORONATION EXHIBITION.

London, May 18th. Prince Arthur of Connaught to-day opened the Coronation Exhibition at Shepherd's Bush. MR. CHAMBERLAIN RETURNS HOME.

London, May 20th. Mr. Joseph Chamberlain left for England yesterday, greatly improved in health.

DEATH OF A GLOUCESTERSHIRE CRICKETER. The death is announced of the cricketer Edward Grace.

LONDON AND CAPTAIN COOK.

London, May 20th. Sir Thomas Brock has accepted a commission for a memorial to Captain Cook, to be erected in the Mall, London.

SWEDEN AND JAPAN.

Stockholm, May 20th. A Treaty of Commerce has been signed between Sweden and Japan, together with a Tariff Convention, both based on the "most favoured nation" treatment.

THE TERRIBLE FLYING ACCIDENT IN PARIS.

London, May 21st. An aviator named Train, who was with difficulty a height of twenty-five feet, in endeavouring to clear the crisscross, was thrown back the crowd, swerved and came to earth abruptly, dashing into the distinguished group.

The Prime Minister and the Minister of War were pinned underneath the machine. The spectators rushed to the scene, uttering cries of horror.

M. Train crawled out of the wreck, demoralized at the horrible spectacle.

The Prime Minister and his colleagues were extricated showing no sign of life.

The Prime Minister was conveyed to the Ministry of the Interior. In addition to a fractured leg, he is absolutely disfigured through injuries to the face.

President Fallieres and Cabinet Ministers called to see M. Monis, but were not admitted into his presence. It is understood that his condition is most serious.

M. Monis' son, Antoine, a well-known patron, and the aviator Deutsch, were both slightly injured.

In accordance with the wishes of Mr. Monis orders have been given that the Paris-Madrid race shall not be interrupted, and that M. Berteaux shall be accorded a national funeral.

The War Office for the time being is entrusted to M. Crappi, the Foreign Minister.

M. Monis is proceeding as satisfactorily as can be expected. A brain in the region of the liver alone seems somewhat serious.

What M. Monis' son, Antoine, saw the aeroplane speeding towards the official party he pushed his father to the ground, thus probably saving his life. A projecting part of the aeroplane struck Antoine lightly.

Paris, May 22nd. The aviation accident was mainly due to the crowd invading the course and the movements of the aviators, who were driving the people back.

The Minister himself had left the grandstand and was pronouncing the course to be a better view of the starters.

Five of the latter had already left. M. Lepine, the Prefect of Police, was getting anxious at the way the course was becoming obstructed and had just been urging upon the Ministers to return to the grandstand.

On seeing the aviator sweeping down the party scattered and ran.

Mr. Berteaux's death was instantaneous. His right leg was severed from the body and hurled some distance.

M. Monis tore his injuries in a most courageous manner. After his leg had been set and his face stitched he signed urgent documents and dispatched telegrams.

King George and most of the heads of States have telegraphed their sympathy with the French Government in the aviation tragedy.

RUBBER COMPANIES.

ALLAGAR RUBBER ESTATE.

Presiding at the first general meeting of the Allagar Rubber Estate at Winchester House last month Mr. C. B. Sutcliffe said the progress made by the estate was very satisfactory. An output of 39,870 lb. of rubber from 13,000 trees was favourable. They had suffered from a scarcity of labour, and had had to import Chinese. The growth of the trees was as good as that on any estate in the Malay Peninsula, and they intended to bring up the cultivated portion to 1,000 acres.

The estimated output for the ensuing year was 65,000 lb. of rubber, and when a property was in cultivation they expected to have a yearly yield of 300,000 to 350,000 lb. of rubber, which, at a profit of only 15 p. per lb., would enable them to declare a dividend equal to 30 per cent. The report and accounts were adopted.

VICTORIA MALAYA RUBBER.

Mr. H. H. Saunders presided over the adjourned general meeting of the Victoria Malaya Rubber Company in London recently. In replying to various questions raised, he said that 7,850 trees were planted when the estate was taken over, and this number had been since verified. With reference to the planting of the estate, the facts as stated in the prospectus that 174,000 trees were planted—2,000 in bearing and 5,000 more would be in bearing in 1910-11—was substantially correct.

The increase in the number of directors from three to five was necessitated by the stress of management. The resolution authorizing the directors to settle litigation affecting the company on the basis of the offer already announced was carried.

RUBBER ESTATES OF JOHORE.

The report of the Rubber Estates of Johore for the year 1910 states that owing to a shortage of labour and an exceptionally wet season it was impossible to keep all the weeding thoroughly in hand. Tapping is to be commenced in July of this year, and is expected to be the end of the year. The total expenditure during 1910 was in excess of the estimates, owing to higher rates of pay, especially for Chinese and Malays. These are to be gradually replaced by Indian labour, but it will be some time before rates can be expected to come down to a lower basis. The capital cost to end of 1910, after crediting the proceeds of the sale of Sungai Gomali and Block 4 Estates, works out at under £31 per cultivated acre. The Johore Rubber Company and to the North Labis (Johore) Rubber and Produce Company. The former company has paid for the estates sold to it, but the consideration of 20,132 shares of £1 each in the latter company has not yet been received. Both of these companies are reported to be making good progress with the development work which they agreed to undertake, and which will secure the balance of the 25,000 acres of the original concession.

LADY EXPLORER RETURNS.

4,000 MILES TO VISIT LOVER'S GRAVE.

Plymouth, May 19th. After a romantic but perilous journey of 4,000 miles into the heart of the African continent, Miss Olive MacLeod, daughter of Sir Reginald MacLeod, late Permanent Under Secretary for Scotland, landed here to-day from the West African mail steamer *Dakar*. The intrepid traveller has faced difficulties and dangers in territory never before entered by a white woman, and in the course of her expedition she visited the grave of her ancestor, Lieut. Boyd Alexander, the well-known explorer, who was treacherously murdered in Central Africa in May of last year by natives of Wadai, with whom the French were at war.

I was the only Pressman to board the *Dakar* on its arrival, and Miss MacLeod kindly favoured me with an interesting account of her adventures.

Gentle, unassuming, and retiring, Miss MacLeod did not look the part of a daring explorer who has attracted the attention of three continents; yet there was a look of calm confidence and sound judgment, keen nerve, and any amount of resource stamped on the bronzed young face.

After an affectionate meeting with the members of her family Miss MacLeod almost at once turned on me to come on board. She had been looking out for a man from the Zoo to take charge of some lion cubs which she intends to present to the Zoological Gardens. "You have come for the lions, haven't you?" she exclaimed, but when I explained my mission she gaily exclaimed, "Well, the lions will have to come along with us to London."

WADDED KNEE DEEP FOR HOURS. Miss MacLeod explained that her white companions in the expedition were Mr. P. A. Talbot, one of the District Commissioners in Nigeria, and his wife. Their attendants numbered about 80. On their arrival at the mouth of the Niger, the Government steel canoe, were utilised to go up the river and its great tributary, the Benue. After going through Southern and Northern Nigeria and the travellers traversed North Kamerun, and reached French Ubangi in October. After a great expedition by Landoult Lere, a successful attempt was made to find the falls on the Mao Kabi, which, by the testimony of French officials and natives, had never been actually seen before, though Commandant Lefant penetrated to within a short distance. Miss MacLeod said she felt very much honoured by French authorities asking for permission to name the falls, "Les Chutes MacLeod." The approach to the falls was very nasty going, and involved a good deal of arduous climbing owing to the steepness of the cliffs.

A good deal of swamp country had to be crossed and for several hours the travellers had to wade knee deep.

After mapping this part of the river, the party, said Miss MacLeod, proceeded through the Tumbi Lakes, and down the Logone to Fort Lamay, which was reached at a time of great stress, as the news of the massacre of Colonel Moll and his troops 200 miles away had only just been received. The expedition paid a visit to Teleken, the seat of the independent Sovereign of the Bagirmi, and then proceeded down the Sakri to Lake Chad.

SOME FAMOUS ROCKS. "A short excursion was here made," said Miss MacLeod, "to the north to visit the rocks of Hadj-al-Hamza. These are extraordinarily picturesque, and are held in veneration for hundreds of miles, even to Mecca, as the spot on which Noah's Ark finally rested. The highest peak was ascended, though the notices declared this to be an impossible feat, and one never before attempted."

Lake Chad was then crossed in Kotoko canoes. This took eight days, of which five were spent without sight of land. The journey in frail native canoes was a hazardous one, more especially as the travellers were storm-bounded for two nights, and had to tie up the masses of mimosa-like shrub which grew in the shallow water.

On reaching the Northern Nigerian shore at Kano, the journey was continued via Mafori and Nafala to Kano. Here the railway was taken to Lagos, our party being the first through travellers by this route."

Miss MacLeod stated that the distance of 3,700 miles was covered in Africa, and with the exception of the railway, the whole journey was made on foot or on horseback. Four months were passed in foreign territory, and the greater part of the route chosen was unknown to Britons.

Speaking of her experience with the natives, Miss MacLeod said: "From start to finish we never experienced the slightest difficulty with them, although many of the tribes we visited were wild, and contained people the great majority of whom were little known and certainly had never seen a white woman. At first they ran away, but afterwards returned and their chief excitement seemed to be caused by the appearance of our hair."

"Our health generally was good," she added, "one day's touch of fever being all that I can lay claim to. Mrs. Talbot was not so fortunate, whilst Mr. Talbot was also unwell. Once he had a nasty fall and injured his back, whilst at another time a snake spat in his eye and hurt him a good deal."

FRUITS OF THE EXPEDITION. As the result of the expedition, Miss MacLeod was able to make close studies of the various people, and obtain particulars of the little-known tribes of Central Africa and of the Buduma of Lake Chad. Much information was obtained as to their habits and customs, whilst drawings were made of the interior of native houses and of specimens of primitive art, of which there were specially interesting examples at Musgun, on the Logone, and at Gabai, in Bornu.

During her journey Miss MacLeod collected a large number of curios, which included many quaint musical instruments, whilst typical examples of music were taken down.

A botany collection of several thousand specimens, including grasses, had been sent to the British Museum, and also a number of birds, beasts and reptiles.

Miss MacLeod hopes to embody the results of her expedition in papers to be brought before a number of learned societies.

A Talbot, on whom she said the responsibility of the expedition rested. Mr. Talbot has had considerable experience as an African traveller. He was Assistant-Commissioner on the Liberian Boundary Commission in 1912, and was a member of the first and second British parties that crossed Lake Chad.

TO COMMAND AT THE CORONATION NAVAL REVIEW.

The decision that Admiral Moore shall hoist his flag on the *Dreadnought* on the occasion of the Naval Review is excellent for two reasons, says a London paper. In the first place, the Admiral is the local Commander-in-Chief; and, in the second place, of all the flag officers who took part in the Review of nine years ago, he is the only one again available. In 1902 Admiral Moore flew his flag as Commander-in-Chief on the Cape Station. Since then he has served in home waters and in China.

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LONDON and ANTWERP	NILE	About 15th June	Freight and Passage.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA		About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA		About 22nd June	Freight only.

For Further Particulars apply to
H. A. REWETT, Superintendent.

Hongkong, 6th June, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 6th June, 4 P.M.	
HAIPHONG	"SUNGKIANG"	On 7th June, 10 A.M.	
WEIHAWEI and TIENTSIN	"HUICHOW"	On 12th June, 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.			
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.			
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NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.			
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.			
FARE, \$45 SINGLE and \$80 RETURN.			
For Freight or Passage apply to—			
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S.S. SILVIA ... 19th June.	S.S. ARCADIA ... 6th June
S.S. HELLAS ... 20th June	S.S. BREMEN & HAMBURG ... 9th June
S.S. SPECIA ... 1st July	S.S. SCANDIA ... 23rd June
S.S. SPESIA ... 12th July	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. PREUSSEN ... 28th July	S.S. SITHONIA ... 26th June
S.S. ALESIA ... 9th Aug.	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 8th July
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Hongkong, 3rd May, 1911.

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Hongkong, 31st May, 1911.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW WEI-	CHONGSHING	Tuesday, 6th June, Noon
HAUWEI & CHEFOO		Wednesday, 7th June, Noon
SINGAPORE, PENANG & CALUTTA	KUMSANG	Saturday, 10th June, 2 P.M.
MANILA	YUENSANG	Saturday, 10th June, 2 P.M.
SANDAKAN	MAUSANG	Thursday, 15th June, Noon

**RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).**

The Steamers "KUMSANG," "YUENSANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

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Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Green	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Triple Screw Steamer "CHIYO MARU" will be dispatched for SAN FRANCISCO via KEBELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at 1 P.M.

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 Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.
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STEAMER	TONS.	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be dispatched for MOJI, KOBE, YOKO-
 HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,
 IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,	
TO SAN FRANCISCO	£ 45-0-0, Single
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A stylized illustration of a flag with horizontal stripes, positioned on the left side of the advertisement. The flag is shown from the hoist on the left, with the stripes extending to the right. It appears to be a representation of the United States flag.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, Kobe YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU" "CHICAGO MARU"	6,182 6,182	TUESDAY, 13th June, at 11 A.M. WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, Kobe, YOKKAICHI, SHIMIZU and YOKOHAMA...	"MEXICO MARU" "CANADA MARU"	6,061 6,063	TUESDAY, 27th June, at 11 A.M. TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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DESTINATIONS.

STEAMERS.

TONS.

SAILING DATES.

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	{	KAGA MARU Capt. M. Hagino,	7,000	{	WED'DAY, 7th June, at Daylight
		KAWACHI MARU Capt. H. Petersen,	7,000	{	WED'DAY, 14th June, A.M.
		ATSUTA MARU Capt. Wm. Thompson,	9,000	{	WED'DAY, 21st June, at Daylight
VICTORIA B.C. & SEATTLE	{	SADO MARU Capt. J. Richards,	7,000	{	SATURDAY, 17th June, from <u>Kobe</u>
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	{	INABA MARU Capt. S. Tomimaga,	7,000	{	TUESDAY, 20th June, at 4 P.M.
YOKKAICHI, SHIMIZU and YOKOHAMA	{	TAMBA MARU Capt. K. Noda,	7,000	{	TUESDAY, 18th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{	YAWATA MARU Capt. J. Nagao,	5,000	{	FRIDAY, 9th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA	{	NIKKO MARU Capt. M. Yagi,	6,000	{	FRIDAY, 7th July, at Noon.
SHANGHAI, MOJI, and KOBE	{	NIKKO MARU Capt. M. Yagi,	6,000	{	WED'DAY, 7th June, at Noon
		BOMBAY MARU Capt. J. Toneraka,	5,000	{	WED'DAY, 7th June.
KOBE and YOKOHAMA	{	MIYASAKI MARU Capt. T. Mura,	9,000	{	THURSDAY, 8th June, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	{	HAKATA MARU Capt. H. Nomura,	7,000	{	TUESDAY, 13th June.

† Calling at Djibouti.

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1st CLASS	\$120	\$110	\$100	\$90
2ND	\$80	\$70	\$60	\$50

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PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
• SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
• MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
• MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
• KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
• SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
• MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
• MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
• KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be dispatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.
		FRIDAY, 7th July, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 4th Aug., at 1 P.M.
THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.		
On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.		
SALOON SERVICE is furnished at Intermediate Rates.		
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Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).		
FRED J. HALTON, AGENT.		

VESSELS PASSED ANJER.

May 3, Dutch str. <i>Bilidon</i> , from Amsterdam for Batavia.	
May 13, Dutch str. <i>Geentoor</i> , Le Clercy, April 8, from Rotterdam for Batavia.	
May 18, German str. <i>Hamburg</i> , Müller, from Hamburg for Batavia.	
May 18, Dutch str. <i>Banda</i> , Prinze, May 18, from Batavia for Amsterdam.	
May 19, British str. <i>City of Durham</i> , Boyek, from Mauritius for Manila.	
May 19, Dutch str. <i>Bessike</i> , Bunge, May 14, from Batavia for Rotterdam.	

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Arcadia, with the English Mail, left Singapore on Saturday, the 3rd inst., at 7.00 a.m. and may be expected here on or about Wednesday, the 7th inst., at 9 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 3rd May, and for despatch overland on the 10th of May.

FOR	PER	DATE
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, Seattle and Portland (Or.)	Kumori	Tuesday, 6th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 6th, 10.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Cheongshing	Tuesday, 6th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Neva	Printed Matter and Samples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) No late fee... 10.00 A.M. Letters... 11.00 A.M.
Only correspondence superscribed French Mail or s.s. Neva will be forwarded. The Mail to Europe, etc., will be forwarded per German Mail steamer <i>Gneissau</i> , on 7th inst.		
Manila, Cebu and Iloilo	Sui Tai	Tuesday, 6th, 1.15 P.M.
Singapore, Penang and Calcutta	Taming	Tuesday, 6th, 3.00 P.M.
Fort Bayard and Haiphong	Kaga Maru	Tuesday, 6th, 5.00 P.M.
Haiphong, Kobe and Yokohama	Siberia	Tuesday, 6th, 5.00 P.M.
Singapore, Penang and Calcutta		
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)	Gneissau	Printed Matter and Samples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) No late fee... 10.00 A.M. Letters... 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila, Cebu and Iloilo	Sui Tai	Wednesday, 7th, 1.15 A.M.
Singapore, Penang and Calcutta	Aradia	Wednesday, 7th, 5.00 P.M.
Manila, Cebu and Iloilo	Sui Tai	Thursday, 8th, 1.15 P.M.
Swatow, Amoy and Foochow	Yawata Maru	Friday, 9th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiching	Friday, 9th, 10.00 A.M.
Printed Matter and Samples... 11.00 A.M.		
Registration... 10.15 A.M.		
(Registration with late fee of 10 cents up to 11.00 A.M.)		
No late fee... 10.00 A.M.		
Letters... 11.00 A.M.		
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Delhi	Printed Matter and Samples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) No late fee... 10.00 A.M. Letters... 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, 9th June, at 5 p.m.		
Manila, Cebu and Iloilo	Yuenang	Saturday, 10th, 1.00 P.M.
Manila, Cebu and Iloilo	Zafro	Saturday, 10th, 3.00 P.M.
Singapore, Penang and Calcutta	Arratoon Apea	Saturday, 10th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (E.C.)	Express of China	Printed Matter and Samples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) No late fee... 10.00 A.M. Letters... 11.00 A.M.
SIBERIAN MAIL TO EUROPE		

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

	June 2nd.
ON LONDON:—	
Telegraphic Transfer	1/4 1/2
Bank Bills, on demand	1/4 1/2
Bank Bills, at 30 days' sight	1/4 1/2
Bank Bills, at 4 months' sight	1/4 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS:—	
Bank Bills, on demand	229
Credits, at 4 months' sight	233
ON GERMANY:—	
On demand	185
ON NEW YORK:—	
Bank Bills, on demand	44 1/2
Credits, at 60 days' sight	45 1/2
ON BOMBAY:—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON CALCUTTA:—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON SHANGHAI:—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:—	
On demand—Pesos—89	
ON MANILA:—	
On demand—Pesos—89	
ON SINGAPORE:—	
On demand—Pesos—89	
ON HATAYIA:—	
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